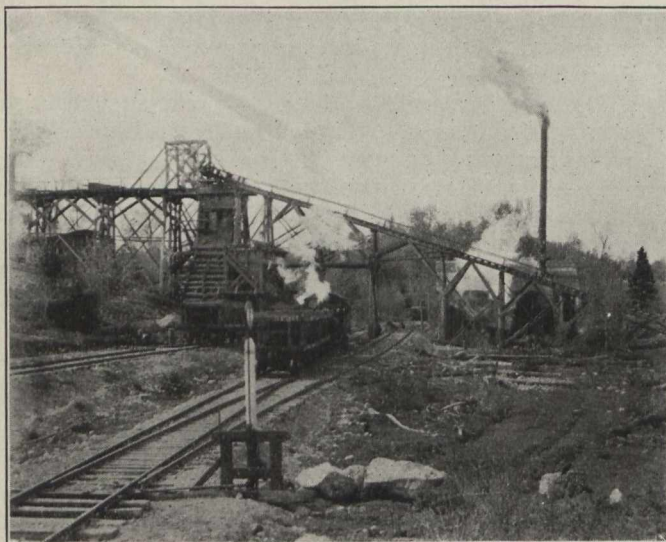


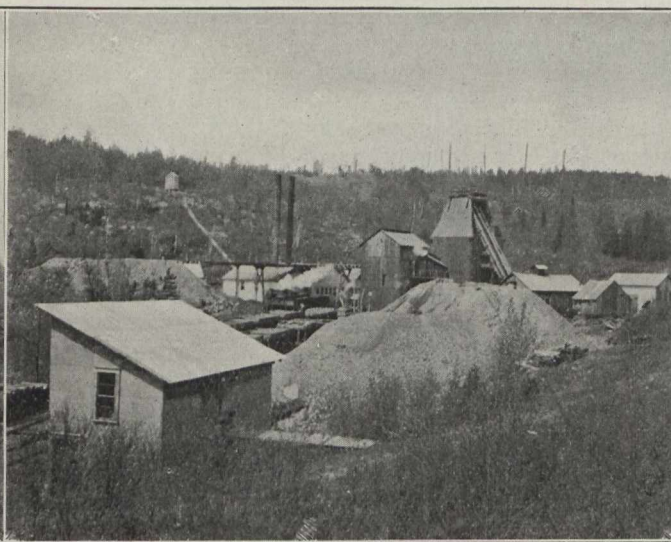
ings, and the mine has really been only superficially opened. One of the accompanying photographs shows a general view of Bessemer mine, and the stockpile in the foreground.

The Childs mine is situated two miles northeast of Bessemer, and is the present terminus of the Bessemer & Barry's Bay Railway. This is a very large deposit

do some dead work in opening up the working faces. The deposit is being attacked at several places, one of the accompanying photographs showing the opening near the eastern end. This is the latest opening. The hanging wall of the deposit is shown at the left of the photograph. The footwall is in the swamp at the extreme right.



Crushing Plant, Childs Mine.



Bessemer Mine, Hastings Co., Ont.

which is now being developed. It has been explored by diamond drilling to a depth of about 300 feet, proving the existence of an ore body containing one and a half million tons above that depth. The ore body is wide even at that elevation, showing no signs of its being near the bottom of the deposit. The management is confident that the total ore reserves will be much in excess of the above estimate.

The above ore body is known as Childs No. 1, and there is also a second deposit about 300 feet north of No. 1, which has a very large tonnage, but is not of such a good grade as the No. 1 deposit, and is therefore not being opened at the present.

The Childs No. 1 deposit is being developed as an open pit mine. The ore body is about 100 feet wide, but is divided into several lenses by narrow igneous dikes, consisting mostly of syenite. These dikes complicate the mining method to a certain extent, as it is necessary to

The ore is broken down by one steam drill at each working face. It is hand loaded into low bodied wooden end-dump tramcars of the coal mine type. These cars have a capacity of two and one-half tons, and are 36-inch gauge. The loaded cars are gathered and hauled by a 12½-ton dinkey locomotive to the foot of the hoisting incline.

The ore tramcars are hoisted up the inclined trestle as shown in photograph. They dump automatically into the No. 5 "K" Gates gyratory crusher, which rests on the crib foundation. The crusher discharges into the loading bins, thence into the railway cars.

It is intended to install here also a magnetic copping plant to reject clean rock and thus raise the grade of shipping ore.

There is enough ore in the Childs mine, above the 300-foot depth to ship 500 tons per day for ten years. Owing to the low cost of open pit mining, a large proportion of the above ore can be mined very cheaply, and even as an underground mine, the costs should be low owing to the large size of the deposit, and the mining methods that can be used.

The Coe Hill mines are situated in the Village of Coe Hill, for many years the terminus of the Central Ontario Railway. In fact, this railway was originally built from Trenton to Coe Hill, principally to handle the ore from the Coe Hill mines.

The Canada Iron Mines, Limited, has not done any work at Coe Hill, as it is necessary to do some additional experimenting, owing to the complexity of the ore.

The mine is full of water, but was formerly opened to a depth of 130 feet, and it is stated that the width of clean ore at that depth is about fifty feet. The workings extend to the surface where they form an open cut. The ore here varies from 10 feet to 60 feet in width. It is stated that some 100,000 tons have been mined during the time the mine was operated, which was from 1882 to 1886.



Eastern End, Childs Mine